

Message Text

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ACTION EB-08

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E.O. 11652: N/A

TAGS: EAIR, JA

SUBJECT: CIVAIR: OPERATIONAL RESTRICTIONS AT NARITA AND OSAKA

REF: STATE 185629

1. SUMMARY: PER INSTRUCTIONS REFTEL, EMBOFF HAS SOUGHT INFORMATION ON PLANNED OPERATIONAL RESTRICTIONS AT NARITA AND OSAKA FROM BOTH JCAB AND NEW TOKYO INTERNATIONAL AIRPORT AUTHORITY (NTIAA) OFFICIALS. MUCH OF THE PLANNING FOR NARITA OPERATIONS REMAINS, FRANKLY, INCOMPLETE AND OSAKA PLANNING REMAINS CLOUDY OWING TO CONTINUED LOCAL, POLITICAL SENSITIVITIES. END SUMMARY.

2. FOLLOWING ARE THE OPERATIONAL PLANS TO DATE:
NARITA

A) OPENING DATE: THE OFFICIAL TARGET IS STILL DECEMBER 1977. ONE OFFICIAL EXPRESSED HIS PRIVATE OPINION THAT THE OPENING DATE WILL SLIP BACK TO FEBRUARY 1978, BUT NO LATER. HOURS WOULD BE SAME AS HANEDA: 0600-2300.

B) SLOT ALLOCATIONS: THE INITIAL LEVEL OF OPERATIONS AT NARITA WILL APPROXIMATE THE PRESENT LEVEL OF INTER-LIMITED OFFICIAL USE

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NATIONAL OPERATIONS AT HANEDA: I.E., 75 FLIGHTS OR 150 MOVEMENTS (SLOTS) PER DAY. THE NUMBER OF SLOTS AVAILABLE DAILY FOR NON-SCHEDULED MOVEMENTS WILL INCREASE FROM 20 TO 30. IT IS HOPED THAT THE NUMBER OF MOVEMENTS WILL BE INCREASED WITHIN 3-6 MONTHS OF THE AIRPORT'S OPENING BUT THIS IS UNCERTAIN. MOVEMENTS PER HOUR WOULD NOT EXCEED 28-30. SLOTS WILL BE DETERMINED BY

A SLOT COMMITTEE MADE UP OF JCAB, NTIAA AND CARRIER REPRESENTATIVES. JAL WILL PROBABLY HAVE 1/3 OF THE SLOTS, AS NOW. FIVE OR SIX NEW CARRIERS (TO BE SELECTED BY THE MOT, MOFA AND THE CABINET) WILL BE ALLOWED TO BEGIN SERVICE. THERE WILL ALSO BE A FEW DOMESTIC FLIGHTS (CARRIER NOT YET CHOSEN) TO FEED IN TRAFFIC FOR INTERNATIONAL SERVICE.

THUS IT APPEARS THAT, AT LEAST INITIALLY, THERE WILL BE MORE CARRIERS COMPETING FOR APPROXIMATELY THE SAME NUMBER OF SLOTS.

C) PARKING SPACES: APPROXIMATELY 53 AS COMPARED TO HANEDA' 35. TWENTY-EIGHT OF THESE ARE LOCATED AT NARITA'S FOUR SATELLITES. THERE ARE 25 ADDITIONAL PARKING SPOTS ON THE APRON. TWO OF THE 4 SATELLITES (14 PARKING SPOTS) WILL BE RESERVED FOR JAL OR CARRIERS SERVICED BY JAL.

D) GROUND HANDLING: SAME AS HANEDA. JAL AND ANA (SHORT-RANGE INTERNATIONAL CHARTERS) WOULD EACH SERVICE THEIR OWN AIRCRAFT. ACCORDING TO ONE NTIAA SOURCE, SOME THOUGHT IS BEING GIVEN TO SETTING UP AN INDEPENDENT GROUND HANDLING SERVICE FOR CARRIERS DESIRING IT.

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E) NOISE CONTROL: A RECENT SERIES OF TESTS UTILIZING A JAL 747 SR HAS BEEN COMPLETED BUT, PER DEMANDS OF LOCAL RESIDENTS, WILL BE REPEATED DURING EARLY MORNING/LATE EVENING HOURS USING A MORE HEAVILY WEIGHTED AIRCRAFT. NEW TOKYO AIRPORT SECTION OF JCAB TOLD US ITS NOISE ABATEMENT PLANS ARE BEING WORKED OUT IN CLOSE CONTACT WITH THE CARRIERS AND IATA. NOISE RESTRICTIONS WILL BE PUBLISHED THREE MONTHS IN ADVANCE OF AIRPORT'S OPENING IN THE JCAB'S AERONAUTIC INFORMATION PUBLICATION (AIP); I.E., PRESUMABLY IN SEPTEMBER.

3. OSAKA

JCAB IS STILL AIMING AT OPENING OSAKA TO WIDE-BODY INTERNATIONAL SERVICE ON/ABOUT NOVEMBER 1, 1977. AGREEMENT WITH LOCAL RESIDENTS REQUIRES ADVANCE NOISE TESTS OF ANY NEW TYPE OF WIDE-BODY JET; AT LEAST ONE CARRIER HOPES TO USE DC-10 AIRCRAFT AND REQUIRED NOISE TESTS ARE SLATED TO BE CARRIED OUT IN SEPTEMBER. FYI. THERE IS ALSO AN UNRESOLVED QUESTION AS TO WHETHER THE 747 LR IS NOT A "NEW TYPE

OF WIDE-BODY" (JAL'S PRESENT DOMESTIC SERVICE UTILIZES A 747SR)
REQUIRING NOISE TESTS BEFORE INTRODUCTION. END FYI.
SLOT AND PARKING ALLOCATION AND GROUND HANDLING
SYSTEMS WILL REMAIN THE SAME. NOISE CONTROL
RESTRICTIONS WILL PROBABLY BECOME MORE STRINGENT.
DISTANCE RESTRICTION OF HONG KONG EQUIVALENT AS
MAXIMUM NON-STOP DISTANCE ALLOWED FOR A FLIGHT WILL
PROBABLY BE KEPT UNLESS IT CAN BE ESTABLISHED THAT
HEAVIER WEIGHTED AIRCRAFT CAN MEET NOISE RESTRICTIONS.
MANSFIELD

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